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Real bargains in Mint airmail stamps and airmail covers. Write for free lists. A penny postal may save you many dollars on your collection.

WHENEVER IT'S AIRMAIL
WHEN IT'S AIRMAIL

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553 Suffolk St., Buffalo, N. Y.
Established 1919 but strictly up to date!

ZEPPELIN

1930

FLIGHTS

Swiss flight card. 12.4.30.\$.75
England - Germany, North Sea Flight, Luftschiff Graf Zeppelin Pnik. 27.4.30 1.25
England - Germany, North Sea Flight, but English and Graf Zeppelin postmarks. Rare 5.50

PAN-AMERICAN FLIGHT

Cards and covers of all stages, South and North America, Friedrichshafen - Friedrichshafen, etc. Condition good and prices reasonable.

Which do you want?

I have a good lot of all previous Zeppelin flights, from 1911 onwards.

Do You Remember?

I sold my Round the World Zepp. covers at \$7.50 each, when others were asking (and getting!) \$14 to \$15 each!

R. E. R. DALWICK

20 Elgin Road

Bournemouth, England

Letters From Our Readers

Under this heading readers may air their opinions about the hobby, this magazine, the Standard Catalogue, or about anything else that is of interest to the hobby. Letters must be signed, but your name will not be published if you ask us not to.

The Editor,
"Airpost Journal."

Dear Sir:

"... I have been a subscriber of the Airpost Journal since the first issue, and an enthusiastic airmail collector, I would not miss a number for anything in the world, because I think it is the best authority in the stamp business."

—G. ANDERSON.

"Dear Sir:

Following up our letter of April 7th in which we enclosed an article relative to the airmail stamps of the Scada Airways System, we beg to give you below a list of the Ecuador Provisional Surcharged Stamps which have been issued in the following quantities:

10	15	20	30	60	20R
2500	2500	5000	10000	5000	1000

This surcharge was effected in August 1928.

In March 1929, a second surcharge had been effected in the following quantities:

10	15	20	20R
1000	1000	1000	500

We beg to point out that the 20 cents and the 20 cents Registry Stamps have the figure "1" in different sizes. On these stamps the figure is somewhat larger in the first edition than it is in the 2d edition.

Trusting that you will be in a position to use this information, we are,

Very truly yours,
InterAmerican Aerotravel & Supplies, Inc.

MINT AIR MAILS SETS	Net
Alaouites, 205-20860
" 209-21240
" 213-21675
Lebanon, 209-21250
" 213-21650
" 217-22065

JOHN ARNOSTI

Box 445 Gr. Cent. Sta., New York, N. Y.

AIR MAIL

AUCTION No. 5

The very fine collection of Mr. Frederick D. Markee—stamps and covers—and a fine lot of supplementary material.

VERY strong in foreign flights and first day covers of air stamps. Canadian rarities in singles and wholesale lots.

U. S.—the best of all the various groups, including C.A.M.'s complete coverage, many pioneer's, etc.

Catalog ready soon.

A.A.M.S. Convention auction—a superfine small Sale. Catalog will go only to A.A.M.S. members and bidders at my former sales. If not on either list, ask for this catalog especially.

DONALD E. DICKASON,

Wooster, Ohio.

Member A.S.D.A.

THE AIRPOST JOURNAL

VOL. I, No. 8

THE AIRPOST JOURNAL

JULY 1930

Airmail Covers

AIRMAIL COVERS! How frequently we see those words today in the Philatelic Press, throughout the World. We have seen these words in print so often, we have spoken and written them so often, that at times the true significance of what these words imply, is often lost.

The Hon. Irving Glover, speaking on **AIRMAIL PILOT'S DAY**, at the New York Aviation Show, gives us an insight into what we are actually collecting, which fully explains why Airmail Cover Collecting is NOT just a passing fad, and why this important hobby has grown so rapidly and will continue to increase in popularity through future generations. Mr. Glover has ably put into words the spirit of the Airmail Service, and the next time someone asks you why you collect Airmail covers, let them read Mr. Glover's speech which follows:

"In my estimation, this setting aside of the first day of this most wonderful show is proper and does indicate, on the part of the Officials, that a real appreciation is shown for these early pioneers, the "Air Mail" pilots, and those who still carry on, in this great governmental facility which is daily carrying on for the benefit of the 110,000,000 of people of this great country, the patrons of the Post Office Department. In the establishment of this vast Air Mail System, which now daily flies 44,000 miles, 29,000 of which mileage is flown at night, it developed first a corps of flyers which has no peer in the wide world. Is it worth while, many ask? Has the price it has paid for this development, in human toll, been worth it all? Yes, yes, I can hear the silent whispers which come from the graves, some known and others yet to be found, of those sixty-three brave men who have paid the price, whose souls have gone West, not in defense of their country's flag; no poppies in Flanders Field nod their blooms over their last resting place, but they paid the price that their country, your country and mine, might be first in the Air, not alone for commercial supremacy, not alone for the Air Mail System, but that each and every one who flies might, and could easily, be called a potential defender of their country, if necessity should arise. For just so certain as you hear my voice, the next war, if it should come to our Nation (God forbid that it ever shall) will be fought in the Air.

We, in the Post Office Department, are proud of the names of the boys who have gone on in this great experiment and development; those boys who have paid the price with the most precious thing—LIFE.

I bow my head in reverence, and perhaps you might care to do the same, as the Honor roll of just a few of those who have tossed the flaming torch from the wilting hand to those stronger in life, with the words "Carry

on, Pal," is read. Death itself is not terrible; it's dark for just a moment, the winking of an eye, but then the light and, whiter they are, as for myself, I firmly believe that, looking down on us from the invisible Empire of the Living Dead, they nod their silent heads with that nod which says "Well done, we have not died in vain."

We chant, in silent respect, the names of Carl Smith, Max Miller, Bryan McMullen, Howard Smith, Jimmy Moore, Hyde Pearson, Charley Ames, Art Smith, Johnny Milatzo, Ross Kirkpatrick, Eddie Weber, Tommy Nelson, Jimmy Reid, Paul Wheatley, W. C. Hopson, Leo McGinn, Harold Buckner, Waldo Robey, Henry Tallman, Carey Pridham, and 43 others, all equally as brave, all glorious in their deeds of valor, their service of loyalty and devotion to get the mail through, their willingness to serve, and a sense of patriotism which knows no bounds.

And to the great number of boys who are carrying on, I pay the same high tribute to them for their devotion, their deeds of valor which, like their fallen brothers, occur almost daily. Think of E. Hamilton Lee who stands not far from me now, who has flown 1,309,900 miles with a credit of 13,099 flying hours in his twelve years of service with the Air Mail.

No one doubts for a moment that, as the Lone Eagle, Colonel Lindbergh, flew the Air Mail route from St. Louis to Chicago, in those moments, spent many times in the Air, there was the planning, the development, and the crystallization of the thought that old "Mother Ocean" was just a pond and, with careful preparation and the knowledge and experience gained in the Air Mail service, it was just another route to fly, and, as I remember, it was successfully accomplished too.

Now, all these boys who fly the Air Mail by day and by night are geniuses. Fear is not theirs; fog is just a part of the game, and dark nights, nights of rain and sleet, are just part of the game; all in the day's work. But let us look into this game just a moment, if you will. It's 1:00 a.m. on the field at Omaha; the great, giant, engines of the Boeing plane are whirring their "Song of the Propeller"; out from the hangar comes Jimmy with the "old chute" ambling on behind; into the pit, he climbs; he gives her another twist and the blocks are pulled and he taxis down the field, and, with a roar that inspires confidence, she passes overhead, up and up, and on into the black night, and, for the next four hours, he is alone with God and himself. The blackness of the night remains one "of the inside of a cow" as one of our boys once put it; on she rushes, roaring away, singing the "Song of the Propeller"; a twinkling light below, perhaps just a blur, a sleeping village passes underneath, and, to add to the excitement,

rain begins to beat at the shield; it's going to be just a bad night, a blast; what was that, the old Wasp giving a gurgling; liable to pull us down; no, it's only a blast of the thunder Gods, a sharp slit in the Heavens, another great crash, a thunder peal. But on rushes the old ship with a hand steady on the stick; the sharp eyed youth from behind the heavy goggles seems to be looking intently to the right; soon a streak of light a few seconds and, then, again and again; yes, it's the revolving beacon at Grand Island, Nebraska. On she roars, then another beacon along the lighted 'way, all flashing their welcoming rays to the man behind the stick who carries your mail and mine. The heavens now seem to be quieting down; the rain stops a piece; the night is still sharp and cold; over there to the left is a band of lights; what's ahead; that's our next stop; it's the landing field at Cheyenne; as we roar over the field, there's a blinking of landing lights; the great flood lights welcome the way to earth, and soon we bank; the engine appears a bit tired; no, never that, just slowing down; we begin to drop and come onto the field in a perfect, three-point, landing; another roar and we taxi up to the field post office; the mail is transferred; new sacks are loaded on, and we're ready to hop off again. Someone asks Jimmy how it is unstairs and his answer is "Fine night". If you don't think the boys who fly the Air Mail, especially at night, are brave, please address me at my Office in Washington, and let me know your ideas on the subject.

On my desk at the Post Office Department in Washington, there hangs a little, mounted, instrument board clock which was picked up after being catapulted many feet away from the wreck which was the end of the flying career of Charley Ames, one of the bravest, most daring and intrepid, fliers of our Service. On October 1, 1925, at night, on his way to Cleveland, from New York, Ames struck heavy weather, lost his way and, off his course but a few miles, crashed into Nittany Mountain near Bellefonte, Pa. In about ten days we found him; Charley had gone West but, when found, he laid among the mail sacks. The mail was all recovered and dispatched with the simple, rubber, stamp—"Mail damaged in Airplane accident near Bellefonte, Pa." placed on the letters. Charles Hayden Ames was never thought of by the mailers but we, in the Department, did and that is why his clock hangs on my desk.

Our records of deeds of valor and unusual experiences make a long record that anyone, who has any connection with the service, feels a great sense of pride in the glory of it all. One seldom thinks of the Air Mail pilot as a night watchman and defender of the home against the demon "fire" but scarcely a month passes without an Air Mail pilot discovering, from his exalted seat flying high overhead, some house or barn burning, and, sweeping low and cruising about the scene of the fire with his throttle pushed wide open, he either wakes up the imperiled ones in the home or the neighbors nearby who might give the alarm. Just last month, in flying over

Pennsylvania territory, this was done but not soon enough to save the entire family; the father and two children perished while the rest of the family escaped to safety. Then, too, there is a spirit of fun manifested by the Air Mail pilot oftentimes. I always remember the letter of bitter complaint received from the President of a Gun Club in a nearby state, which complained most vehemently regarding the Air Mail pilot who flew low over the surrounding waters of the Club and sent, literally, thousands of fleecy, white, ducks a-scurrying to the four winds, thus making a good day's shooting rather scarce for a week or two, or until such time as the duckies decided it was safe to return, having no further fear from that giant, featherless, hawk from lands unknown. When called on the carpet by the speaker, his only excuse was "Well, Sir, they looked so cute and cunning, and peaceful, that I just could not resist the temptation to fly low and see them scatter in a helter skelter mass of white." "Gee, it was great fun, and, after flying all night in the dark and coming out in the early morning light, they just looked too peaceful, and there you are." What could you do with a boy like that? What would you do? Just the same as I did—a reprimand, and don't do it again. So, there you are. The Air Mail pilot is human, fearless, loyal, daring, and with as great a sense of duty and devotion to the Department which they serve as any one in the service. You know that I have so much faith in the Air Mail pilot that my earnest wish would be that all Air Mail planes might be passenger carriers in order to make this country really Air-minded, and that is the thought that Walter F. Brown, the Postmaster General, has in mind. It is hoped that this may be brought about under recent legislation which has just come to the aid of the Post Office Department in its dealings with the Air Mail Operators.

So, I say "Good Afternoon" to you of my unseen audience. But, before doing so, let us all give a wave of the hand to those who now fly the mail by day and by night, "Happy Landings Always." And, to those brave souls, who have flown on and upward into that Heaven where there must be silver tipped clouds with golden propellers, manned alone by those who have deserved them, those 63 men who have flown on and on into a new day.

They looked the World in the face and turned the same clear gaze toward the World no man knows. Fearless, faithful, strong and loyal, with a cheerful smile and a wave of the hand, they have wandered into an unknown land.

"God bless you, each and every one."

THE season of Conventions is upon us and we are glad to announce that we are printing an especially fine number next month which we will display at the A. P. S. Convention in Boston in August. For this important event we are also printing an additional 1000 copies which will be distributed to Philatelists who are not as yet familiar with the Airpost Journal. Incidentally we also hope to demonstrate to the stamp collecting fraternity in general that Airpost collecting is well established and a hobby worthy of their serious consideration. We will have a special Airpost Booth at the Convention, where we are looking forward to meeting personally, a number of our readers. Drop in and have a chat.

We also hope to be able to fly out to Cleveland afterwards for the A.A.M.S. Convention, although just now it seems doubtful. In the meantime don't forget to drop in on us in Boston.

REVIEWS

International Air Post Album

We have just received a copy of the new International Air Post Album, published by the Scott Stamp and Coin Co., 1 West 47th St., New York City. It amply fulfills all promises made prior to publication.

Handsomely bound and completely illustrated, it provides for all stamps issued up to May 1930. The pages are arranged quite attractively and all possible data is given wherever possible in regards to dates of issue, statistical data, and information on historical

flights. What we like is the fact that the book is well stubbed to prevent bulging. If you have not yet acquired an album for your collection, you will do well in purchasing one of these. Complete information may be had from their advertisement on the inside back cover.

The book is such as to appeal to all collectors of airmail stamps, and we wish to compliment the Scott Co. on the fine piece of work that they have produced.

"MONTHLY AIR MAIL"

Vol. 1, No. 1 of this interesting house organ has just come to hand. Many interesting articles are to be found in

these pages and we suggest that the serious collector get in touch with the publisher, John S. Davis, 71 Rodney St., Liverpool, England. Subscription is 50 cents per year.

An Apology

We sincerely regret the delay in issuing this number, but owing to an accident, the Business Manager has been in confinement for two weeks and has just begun to make his way about.

CHAMPION'S AIRPOST CATALOGUE
And The
STANDARD AIRPOST CATALOGUE
1930 editions

Two important Airpost Catalogues have appeared almost simultaneously during the past month, The Standard Airpost Catalogue and Champions. There is a great deal of similarity between the two as well as points of difference.

As is perhaps natural, the Standard Catalogue, published in the United States, contains a far more detailed listing of all American items, which are treated in a rather sketchy fashion by Champion. The latter's handling of France, on the other hand is more complete, although we believe that the numbering and pricing of French Ballon Posts, in the Standard Catalogue is a distinct advantage to the collectors.

We cannot agree with Champion, that the many privately issued Aeronautical vignettes of Europe are semi-official airpost stamps, and listing them as such conveys the wrong impression of their real status. The editor of Champions has undoubtedly felt that there was a difference between such issues and those of Columbia, for instance, and solved the problem by classing the latter as official. Incidentally, we note that the airpost stamps of Canada are not given this ranking, although they are just as official as those issued in Columbia. The Standard Catalogue seems to have been more logical and has listed the issues of Canada and Columbia as Semi-Official, which they unquestionably are, and has included in this classification, only similar stamps which are equally justified to be classified as such. Of the various so-called airpost stamps there are three classes; Official, Semi-Official, and Private. Champion seems to be rather mixed up when it comes to straightening out the last two classes. As a matter of fact, many of these items are not even private airmail stamps, as they had no franking power; they are simply private labels.

In the latter group are the French issues of 1922-3 Canada-Estevan, Switzerland after 1914, and the majority of Polish issues. We also note the Italian Norge label included as a SEMI-OFFICIAL AIRPOST STAMP, and in another section the mail carried on the Norge flight, is listed as official. Inaccuracies of this nature seem to be inexcusable.

Champion scores on the Standard Catalogue in presenting a more complete listing of the semi-official airmail stamps

of Brazil (which Champion calls official,) and has added a section of "Official Labels" in the back of the book.

While we may be accused of being decidedly biased in our preference for the American Catalogue, we believe that our criticisms are constructive, at least they are meant to be, and we believe that only by a frank discussion of the various problems facing the hobby, can we expect Aero Philately to grow and prosper as it should.

The editors of an Airpost Catalogue are faced with many important questions, among them is the question of the exact status of the many flights in India. The great majority of the covers were sent by one or two individuals, and whatever authorization there has been for most of these flights has been obtained from the local Postmasters. In defence of these covers, the senders claim that the Postal authorities in India pay no attention to such matters and that the sanction of the local Postmaster is sufficient to make these covers official. The result is that one or two active residents have made a point of sending from 20 to 50 covers by every plane that passes through India, and these are held at substantial prices. Most of them were carried from Calcutta, and there is little variety in them except that they were carried in different planes. Of course, the owners of these items have seen to it that Catalogue editors are supplied with full descriptions and valuations of these items, and editors who cooperate with them are supplied with complimentary copies of these rare covers.

In handling the section on India, Champion and the Standard Catalogue again take different viewpoints. The latter recognizes 8 different flights that have some claim to officiality, while Champion has listed 35 of which number 26 were sent to or from Calcutta.

These are matters that will be straightened out eventually, and the sooner the better, for no one likes to buy an item listed in a Catalogue and then see it dropped in future editions. We believe it is better to be certain of what is included and gradually add to the listing, rather than include everything and then clean house, at the expense of collectors. In any case, the hobby is the fortunate possessor of two World Catalogues that would be a credit to any hobby, both of which are produced on a finer scale of craftsmanship than any Philatelic Catalogue yet produced, and both represent years of study and research.

AN ARCTIC AIR ROUTE

British Scientists Will Start July 3 to Map Line From England to Canada.

A dream of establishing an Arctic air route from Great Britain to Canada will lead an expedition of British scientists on to the desolate ice-cap of Greenland this Summer.

Making the journey in Sir Ernest Shackleton's historic ship "Quest," a group of surveyors, airmen and meteorologists will sail down the Thames July 3 bound for the Faroe Islands, Iceland and Greenland, where they will stay an entire year exploring a route to the North American continent. The Canadian Government has shown great interest in the proposal and will soon undertake a survey of the Canadian end of the proposed route from Winnipeg up through Hudson Bay and Baffinland.

The expedition, which is being sent under the auspices of the Royal Geographic Society, will be equipped for a thorough meteorological and geographical survey of the frozen centre of Greenland. Airplanes, fast motor-boats and dog-teams for scouting trips will all be at the disposal of the expedition on the shores of Iceland and Greenland and on the vast ice-cap of the interior.

As the route has been surveyed an experimental flight will be made over the entire route from England to Canada and back. Not only is it the shortest route, but it has the enormous advantage that the longest stretch of sea flying necessary is only 300 miles. For more than four-fifths of the way there are natural emergency

landing grounds, and a system of gasoline dumps will be carefully organized.

Weather conditions of Iceland and the Faroes are well known, and flying conditions also have been investigated, but Greenland is comparatively unexplored. The whole centre of Greenland is a vast ice plateau about 500 miles across on a line between Iceland and Baffinland, and rising to 8,000 feet above sea level. This plateau has been crossed only twice anywhere near its centre, and all crossings have been made in Summer.

The expedition will establish a base camp on the southeastern coast of Greenland and a station on top of the ice-cap. Meteorologist will stay on the ice-cap a whole year. No one ever before spent a winter at such an altitude in the Arctic, although the Hobbs University of Michigan expedition wintered in Greenland near the coast.

From this central base dog-sled expeditions will set out on journeys into the far north of Greenland and down to the south coast. The coastal base camp will be near the Eskimo settlement of Angmagssalik, about forty miles inshore. The Central base will be about 150 miles inland on the highest part of the great frozen plateau.

The Greenland route has already been flown by the U. S. Army World flyers, and by Capt. Ahrenberg, who carried the first official airmail from Europe as far as Ivigtut, Greenland, last summer. Capt. Ahrenberg felt that this must be the eventual route for air mail and passengers between Europe and the United States, and in spite of a faulty motor, carried the first transatlantic air mail over this route. His pioneer attempt thus assumes a new significance.

THE Airpost Journal

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of space used in six months. Minimum space,
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tracted for must be used in each issue.

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Rate: 10c. per line, 50 lines for \$4.
Undisplayed advertising must be paid for in
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The publisher reserves the right to decline any
advertisement submitted, at his own discretion.

Address all communications to: The AIRPOST
JOURNAL, 108 State St., New Haven, Conn.,
U. S. A.

Alaska Without a Parachute

A complete check of air transport
companies and individual pilots and
plane owners in Alaska has revealed that
there is not a single parachute in the
territory. The check revealed that the
Anchorage Air Transport Company had
one, but lost it in an experimental trip
over Cook Inlet.

BROWNSVILLE AIR MAIL FIELD TO PUERTO CABELLO, VENEZUELA

Most collectors failed to cover the Brownsville dispatch (FAM 8) for
the first flight to Venezuela—Postmaster says between 150 and 200
covers only. This is a rare item and we have 13 to offer—limiting one
to each collector—

at only \$3.00

CAM 8, Sept. 15, 1926— CAM 19, May 2, 1928—
SAN FRANCISCO—Seattle.... .80 GREENSBORO—south..... .80

CAM 18, July 1, 1927— CAM 22, Feb. 6, 1928—
ROCK SPRINGS—east1.35 SAN ANTONIO—Dallas..... .25

Ask for your free copy of that timely price list of covers,
AERO PHILATELIC—it's yours for the asking.

EDGAR C. CANTRELL

P. O. Box 1267

San Antonio, Texas

HOOS IN THE HOBBY



TAD GRYZEWSKI. A stamp
dealer since 1918, and since
1921 a specialist in Airpost.
The first Airpost specialist in Poland,
and in fact, at that time, the only
one. A prolific writer on the subject
of the Airposts of Poland for Maga-
zines in Danzig, Poland, Germany,
France, and America. His other
articles have dealt with the Vignettes
of Poland, Polish Pigeon Post, Bal-
loon Posts, etc. At present he is a
contributing editor to the Airpost
Journal, L'Aviette Postale, and is a
regular contributor to all of the
Philatelic Journals of Poland, and
was the contributing editor of the
Polish section of the Standard Air-
post Catalogue.

At present Mr. Gryzewski is at
work on a specialized Catalogue of
Polish Airposts, from 1918 to 1929,
which he expects to have completed
sometime this year.

Mr. Gryzewski is a member of the
American Air Mail Society, L'Asso-
ciation Amicale Aerophilatelic, Union

Aerophilatelic de France, Inter-
national Aero Philatelic Club, Ligne
International Aerophilatelic, Aero
Philatelischen Club von Deutschland,
and organizer and director of the
Aero Club of Poland.

A REGRETTABLE ERROR

In the first number of the Airpost
Journal, we listed the amount of mail
carried on various Contract Routes and
in making up the table for publication,
we happened to add a digit to the
amounts of mail carried from Appleton
to Green Bay. The official figures
showed that just 21 lbs. were carried,
while 170 lbs. had been carried in the
opposite direction. However, instead of
publishing the correct figure of 21 lbs.
for the Eastward flight, for some reason
or other we ran it as 121 lbs., which
was about six times the real total.

The seriousness of our little slip
became apparent when we noticed that
in some way, the incorrect total of 121
lbs. was used as a basis, for pricing in
Dworak's catalogue.

It took us all of one evening to go
over Dickason's Auction Catalogue, for
there were over 3000 lots (or was it
30,000?) At any rate, if the size con-
tinues to increase, his sales catalogues
will eventually resemble the New York
Telephone directory. While there were
a lot of items that to our often expressed
opinion, have no place among Airposts,
there were also a vast number of
pieces that anyone, including ourselves,
would be only too glad to own. His
sales do, of course, contain a fair per-
centage of non-Aerophilatelic material,
but at the same time they also contain
an equal number of splendid items so
that you are almost certain to run
across something you have been looking
for, regardless of what you collect.

SOMETHING GOOD

Victoria to Seattle, Oct. 15, 1920.....30.00
1st flight Victoria to Vancouver, July 23, 1928 5.00
1st regular flight Victoria to Vancouver
Aug. 3 1928..... 2.00
Aklavik to Dawson, Aug. 24, 1929..... 9.50

CHAS. B. HILL—TOUT

1115 Collinson St., Victoria, B. C.

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Oriental Covers

- Korea-Japan, 4-1-29.** First flight from Fukuoka to Tokio. Official red cachets and attractively stamped with Japanese commemoratives. Listed by Champion at 60 frs. Our Price..... **1.50**
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- Urusan-Fukuoka, 6-22-29.** Return flight franked with same stamps as above **1.00**
- First Day Cover.** Complete set of Japanese airmails (2nd issue), Scott's 453-456. Flown cover..... **2.00**

HAWKS GLIDER FLIGHT

The covers listed below were not carried by Capt. Hawks but were mailed out on the day of his arrival, commemorating his visit.

- Tucson, Ariz., Mar. 30, 1930.** Franked with Aeronautic stamps..... **.50**
- Tulsa, Okla., April 3, 1930.** Authenticity of this cover is verified in script by C. of C. **.75**
- East St. Louis, Ill., April 4, 1930.** With typewritten verification by C. of C. **.75**
- Columbus, O., April 5, 1930.**..... **.35**

A Capt. Hawks Glider cover from Tucson, Ariz. will be given FREE with every order from this add for \$5.00 or over. Ask for copy of the "Southwest Flyer".

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The beautiful Pegasus set, of Uruguay (Nos. 626-637) complete and centered. **\$23.00**

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Specially designed for the First Flights 25 envelopes either style, 25c; or 125 envelopes for a dollar bill. Samples for stamp.

We have in stock a full line of S.-W.-J. Co. booklets. What do you need? List free!

N. JOSEPH

65 Walden St., Boston-30, Mass.

NEW!

On May 15th the Swedish P. O. issued two airpost stamps in connection with the opening of exp. night airmail service: I offer the two stamps, 10 and 50 o mint at.....\$.22
First day and first flight covers with the 10 o stamp, 25c., with both stamps.....\$.30
Postage 7c. always extra on orders under \$2.

Cash in advance!

REMEMBER MY FIRST FLIGHT
AND ZEPPELIN SERVICE!

G. LINDMAN
Gräsberg, Sweden

Our Front Page

ON the night of January 10, 1930, Pilot Maurice Graham took off from Las Vegas in a blinding snow storm, carrying the night air mail to salt Lake City. As Graham's plane lunged into the storm and darkness, pilot and plane both vanished as completely as if they had been swallowed by the elements. For weeks, squadrons of Army, Navy, and commercial planes diligently searched over a radius of several hundred miles, and expeditions on foot battled through snow drifts, but without avail.

To this day, no trace of Maurice Graham or of his plane has ever been found.

The cover illustrated on the front page was carried by Pilot Graham on the first flight on this route, in 1926, and bears his autograph. (From the Editor's collection of pilot-autographed covers.)

GRAF ZEPPELIN TO MAKE TOURS OVER EUROPE DURING SUMMER

The Graf Zeppelin, which already has to its credit an imposing list of "first time in history" achievements, now has become the first air liner to offer summer vacation cruises.

At the conclusion of its visit at the Lakehurst Naval Air Station, the German dirigible will push on to Friedrichshafen to compute its Atlantic and pan-American flight, and there will prepare for a schedule of shorter journeys which will keep it in the air, or preparing to go into the air for the remainder of the summer.

In its summer program the Graf Zeppelin is pointing the way to a use to which commercial dirigibles may be put regularly, and a task which already has been found profitable for ocean liners.

Zeppelin's Summer Schedule

The complete summer schedule for the Graf Zeppelin, as announced by F. W. von Meister, American representative of the Luftschiffbau Zeppelin Company, is as follows:

Cruise over Switzerland, eight hours, June 16 or 17.

Cruise to Bavarian Forest with landing in Munich, and continue to Berlin, June 21.

Short flights over Berlin and return to Friedrichshafen, June 22 to 25.

To Vienna without intermediate landing, June 27 or 28.

To Munster (Westphalia) and return to Friedrichshafen June 29.

Cruise over the South German Alps, July 2.

Night flight to Cologne, flight over the Rhine, night flight back to Friedrichshafen, July 5 to 6.

Northland cruise to Tromsø or to the North Cape, about forty-eight hours, July 8 to 11.

To Neustadt (Haardt) and return, July 12 or 13.

Northland cruise, probably to Spitzbergen, about sixty hours, July 15.

Iceland cruise, about sixty hours, July 22.

To England, Scotland and Ireland, forty-eight hours, July 29.

To Darmstadt for landing and return, August 2 or 3.

To Madeira and Tenerife, returning probably via the Azores, sixty hours, August 5.

To the Baltic Sea over Denmark, Sweden and Finland, forty-eight hours, August 12.

Mediterranean cruise over Italy, Sicily, Adria, Karst, forty-eight hours, August 19.

To Leipzig Fair with landing there, August 30 or 31.

The Graf Zeppelin previously has made European flights similar to those contemplated this summer, but never has gone into the business of making trips on so extensive a scale. In planning this program, however, Dr. Hugo Eckener, the ship's commander, and the other officers of the Zeppelin company are not departing from the policy adopted for the ship at its building.

The German airship was built as an experiment in commercial flying with dirigibles. Its builders, realizing that there was a place in the transportation scheme of the world for travel by dirigible, planned the Graf Zeppelin as the forerunner of a fleet of airships, and it was built to try out the various types of work that were presented so that the company's backers would have data to show what kind of flights would be feasible and profitable.

In the 85,000 miles which the ship has flown the Graf Zeppelin has tried routes in many parts of the world, including the north and south Atlantic, across Europe and Siberia, across the Pacific and the United States.

Superior in Long Trips

Its superiority over other types of transportation has proved to be over long routs, particularly those which have spanned the seas, just as its advocates had anticipated.

In one respect steamships have an advantage over airships, and that is in their ability to plow through rough weather. It is true that the Graf Zeppelin has weathered bad storms during its flight, with only one minor accident. On the other hand, a stiff gale from an adverse quarter will blow an airship far from its course, while a ship can steer more exactly.

Dr. Eckener has developed a flying technique which enables him to overcome this disadvantage to some extent, and often to turn it into an advantage. By keeping detailed and up-to-the-minute weather charts, he is informed at all times as to what kind of winds he is about to encounter and can detour to avoid unfavorable winds or to get his ship in front of them so that they will increase the speed of his craft.

No information is available as to which of these trips will be mail-carrying ventures, but it is safe to say that mail will be carried on most of them. This leads us to the question of how long such flights will be collected as "First" flights. Those who are collecting all covers carried on the Graf Zeppelin

(Cont. on pg. 12)

U. S. AIR MAIL SERVICE NEW YORK CITY TO ALASKA

Through Edmonton, Alberta.

With the United States Post Office Department desiring to make direct air mail connections from their main network of lines to Alaska through Canada, Edmonton probably will become a main point on a line which will swing up from New York to Winnipeg, to Edmonton and on to the North over the Commercial Airways Northland route which already has been established, according to information in Official Aviation circles here.

Direct air mail connections between United States points and Alaska are provided for in the amended air mail act now under discussion by the House Committee of the United States Government. This bill authorizes the Postmaster-General to provide an air mail service to Alaska.

As reported to the House Committee, the Department's plan is to establish an air mail route between Minneapolis and Winnipeg to connect with the air mail service now in operation over the Prairie Provinces. This latter system would transport the mail to Edmonton where it would be taken over by the existing mail route into the North.

Officials of the Commercial Airways state that the Fort MacPherson to Fairbanks link would be entirely feasible and that their Company is in a position to extend their lines to take care of that part of the contract. It probably will be necessary to fly the mail to Circle City, Alaska, as there is a motor road connection between there and the railway terminal at Fairbanks.

The United States and Canadian Governments now have a reciprocal arrangement whereby any letter mailed in Canada and designated for transportation by air mail would be carried on air lines in the United States, if the destination was across the International Line, without extra charge. This arrangement is in effect in the United States, for Canada air mail also.

At present, United States Postmaster-General Brown is reported to have told the House Committee, "the Canadians are operating an air mail line from Fort McMurray to Aklavik. From the studies we have made so far we think the way to get into Alaska is to go over their route—to take our mail up to Calgary, through Edmonton, or else direct to Edmonton from Winnipeg, then up through the North on the established route and into Alaska."

One of the chief purposes of establishing the St. Paul to Winnipeg link is to provide the basis for a Canadian link to make delivery to Alaska, Postmaster-General Brown indicated.

Assistant Postmaster-General Grover, who is in charge of the United States air mail, said: "Our connections would go up from St. Paul to Winnipeg. The remaining link would be completed then to connect with the Western Canada air mail services to get the mail into Alaska, extending the present Fort McMurray-Aklavik route from Fort McPherson over the border into Alaska."

Edmonton, as the operating headquarters of the Commercial Airways, which handles the North route, would thus become an important junction on the United States to Alaska air mail

route. Decision to use the established Canadian route was made by the United States Post Office officials as a result of the adverse fog conditions found between Seattle and Alaskan points.

One immediate result, is reported in aviation and air mail circles, would be an increase in the frequency of the mail service now operating from the North by the Commercial Airways as a result of increased loads of American air mail.

Note: This recognition of the "Commercial Airways, Ltd.," by the United States postal authorities, brings up an interesting point, at least to collectors of semi-official airport stamps, for if the above plan goes into effect, the stamps issued by the Commercial Airways will have the same status as the United States official airport stamps, at least as far as this route is concerned. An interesting thought.—Ed.

The new Air Mail Album announced by the Scott Stamp and Coin Co., should prove to be a worthy addition to the already wide range of Albums and Philatelic publications, offered by this important concern. The Scott Stamp and Coin Co. are accustomed to doing well, whatever they undertake, and for this reason alone, any announcement by them of a new publication, comes under the heading of real news.

This suggests the question often asked, who will be the first to offer a real Album for airmail cover collectors? To date there is but one Album available, a blank Album, and perhaps that will always prove to be the most popular. On the other hand we believe the time is not far off when a loose leaf Album for covers will be produced. This will probably be tastefully decorated for C.A.M. and F.A.M. Routes, with a map of each Route, and with sufficient blank space to allow for annotations or a clipping or two. Another idea of merit is to have a small Album for each Route, with room on each page for not more than one cover and a brief description. A complete map of the Route would be on the first page, and a history of the Route could follow.

This subject holds endless opportunities for discussion, but we hope that someone will eventually produce something along these lines.

Lieut. C. H. Schildhauer, U. S. Navy flier, has been assigned to pilot the giant 12 motored Dornier Do-X in a trans-Atlantic flight from Lake Constance, Germany, to New York with 50 persons on board, some time in August. Lieut. Schildhauer is the pilot who attempted to carry mail to the S. S. Leviathan at sea, a few years ago, from Boston.

We understand that the duplicates of the Knapp-Stevens collection have been selling in an extremely satisfactory manner to all concerned. The great rarities seldom appear on the market, and those who have been on the lookout for certain classics, hitherto unobtainable, are and have been taking advantage of this opportunity. If there is a piece that you have been unable to find, try J. C. Morgenthau & Co., but don't put it off too long.

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MONTHLY AIR MAIL

is my regular price list. No. 1 came out May 1st, 1930. Subscription 50c per year (to April 1931—you get all back numbers, of course).

In addition, I run a special FLASH LIST, as the good stuff comes along. This costs another 50c per year (also to April 1931).

Send me a dollar bill with your name and address. You will not be sorry!

JOHN S. DAVIS

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LIVERPOOL, -- ENGLAND

WILL BUY

We need a few copies of Sacramento Army Manouvers, of dates; April 2-4-11-24. Send what you have for sale, if good condition, with best cash price.

SOUTHWEST STAMP COMPANY
Flatiron B'dg. Fort Worth, Texas.

WHITE PLAINS

A sheet of 25 White Plains 2c. commemorative should be in every collection as it is the finest kind of a demonstration of the importance which Uncle Sam accords the hobby. Inscribed at the top "International Philatelic Exhibition, October 16th to 23d, 1926", and at the bottom "New York, N.Y., U.S.A.", and having a plate number on each of the four sides, it shows that it was strictly a philatelic product.

We offer one of these sheets for \$1.50.

If you are interested in varieties, we will supply you with a sheet from plate 18773, with the dot over the first "S" on the 11th stamp, and a sheet from plate 18774, with the dot over the first "S" on the 9th stamp, the two sheets for \$5.00.

C. E. NICKLES

M. C. NICKLES, Mgr.

207 SEATON PL., N. E.

WASHINGTON, D. C.

The Airpost Chronicle

Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.

UNITED STATES

On June 1st, San Diego, Calif. was added to C.A.M. 4. A special cachet was applied at San Diego, being similar to Type 22a and applied in black.

ALGERIA

The centenary of this colony's adhesion to France has brought a new airmail set which, we understand, is of semi-official nature. The set consists of 6 values as follows:

- 25c. green on yellow
- 50c. dark green on green
- 1f. deep carmine on pink
- 2f. dark blue on blue
- 5f. deep violet on violet
- 10f. brown on red orange

The value is in red on all values but the 1f. where it is in black. The design is in horizontal format. At the top is a three segmented tablet with "ALGER-RF-TUNIS". Below the "RF" is a plane in flight and below this is the value tablet surmounted by a crescent. To either side local views within frames that remind one of the spires of a mosque. At the extreme sides at angles over the views is the legend "Poste Aérienne". We have seen covers with the entire set purporting to have been flown on a special service to Tunis. The covers bear an Algerian 50c. ordinary postage stamp and all the stamps are cancelled with the Algiers (Alger) R. P. postmark in red. The date is May 15 at 5 a.m. and the covers are backstamped at Tunis 15 hours later. These will be illustrated in our next issue.



ARGENTINE

The special Zeppelin stamps were issued on May 19th but as the small supply was exhausted in a day, the postal authorities issued another set to meet the demand. Full sets were sold to the public in the proportion of one set to each applicant, but a few local philatelists were allowed a block of four each of the 1.80p green of which only 900 were sold direct to the public. The others were retained for the Postal Museum, Cabinet Ministers and high officials. Over half of the 1.80p were used on cover and supplies are quite scarce.

Quantities issued are as follows:

Blue Surcharge			Green Surcharge		
20c	10,000	Type 1	20c	10,000	
50c	10,000	Type 3	50c	10,000	

1.00p	10,000	Type 2	90c	12,500	Type 2
1.80p	5,000	Type 3	1.00p	10,000	
3.60p	4,750	Type 3	1.80p	1,500	

A Latecoere machine with airmails for Europe fell into the sea off Montevideo on May 10th. The mails were lost and four out of five occupants were drowned. Fog was the cause of the disaster. Search is being made for the plane which was a Late 28.

J. Arce — A. H. Davis.



AUSTRIA

Three new stamps in the pilot head type were issued on the 18th of June and were received in New York the 26th, which is pretty fast time.

- 20g chocolate brown
- 25g grey violet
- 80g green

M. Chlumecky, G. Sobetzky

The Vienna-Zagreb-Belgrade-Scopia (Uskub) line, operated by a Yugoslavian company, was extended to Salonica on May 2nd, 1930. Quantities carried are as follows:

- From: Zagreb, 1 letter
 Belgrade, 4 letters
 Scopia, 2 letters (May 14th)

Airmail from Central and Northern Europe for Greece will now be carried over this route. At the Belgrade airmail collecting point of Zemun Aerodrome, a triangular (Jugoslavian-french) postmark is applied to the mail.

—P. J. Drossos.

AUSTRALIA

A new airmail service is expected between Brisbane and Townsville, Queensland.



BOLIVIA

Two new sets have appeared in connection with the Zeppelin flight, one of them being the Lloyd set overprinted as illustrated. The overprint is in black and the stamps were surcharged for this flight only.

By Supreme Resolution of May 6th, the Bolivia Govt. has decreed the issue of stamps for the airmail service. The stamps now being used are issued by a private company and is only a semi-official stamp. Besides

these, the 1924 issue is only a commemorative of the establishment of the National Aviation School. Consequently, this decree establishes the adoption of the first OFFICIAL airmail service in Bolivia.

The 1924 set has been surcharged accordingly, in the following quantities and colors:

5c on 10c	8,000	green
10c	8,000	blue
15c	10,000	violet
25c	8,000	red
50c	8,000	sepia
1.00 Bol.	1,300	gold

Three hundred of the above sets (with the exception of the 50c.) were experimentally treated with a chemical called purpurine. This resulted in the surcharge having a metallic brilliance, quite unlike the normal. The motive was to prevent counterfeiting. By error, two sheets of the 50c., which normally was issued with sepia surcharge, was sold over the counter with RED surcharge.

Purpurine

5c. on 10c. with bright green surcharge
10c. with bright blue surcharge
15c. with bright violet surcharge
25c. with bright red surcharge
1b. with bronze surcharge

300 sets printed.

Error

50c. with red surcharge (50)

The covers carried by the Zeppelin, of Bolivian origin, have the following markings:

1. Round black canceller of La Paz 'Correos de Bolivia-Correo Aereo- 14 Mayo 30-La Paz'.
2. Horizontal rectangular framed cachet in black PRIMER CORREO AEREO—"GRAF ZEPPELIN".

The Lakehurst backstamp in green is on the reverse.

All values of the normal set are known inverted. Of the 1 bol. there was only 1 sheet of 25 and of the others, we understand, 100 was the largest number to be found.

Errors

5c. on 10c. inverted surcharge
10c. " "
15c. " "
25c. " "
50c. " "
1b. " "

BRAZIL

The final values of the new permanent set are illustrated herewith. Watermarked: Large stars and CASA DA MOEDA and perforated 11. Values: 2,000 deep green; 5,000r bright rose; 10,000r olive green.

Another value is the 3,000r light violet, watermarked multiple stars enclosing "C. M.", perforated 11.



To prepay postage on mail carried via the Condor lines thence by Zeppelin, the Condor company issued a set of three stamps (illustrated). This set was then overprinted for use on mail to U.S. Watermarked: multiple squares, perforated 14 x 13½. Values: 5,000r deep blue green; 10,000r carmine; 20,000r ultramarine.

CANADA

Through the courtesy of Mr. G. Herring, Chief Supt. of Airmail Service, we received a telegram in connection with the following service. We regret that



we were unable to supply this information to our readers in time for them to take advantage of it. Two special cachets applied are illustrated above. All covers we have seen have the cachet in black.

Special airmail service for Brantford, Ont. on
Saturday June 7th, 1930

(Quantities supplied by Mr. Herring from official records.)

London to Brantford, 997

Brantford to London, 1,261

Hamilton to Brantford, 1,032

Brantford to Hamilton, 1,214

CHILE

We have been shown a cover carried on the Farthest South first flight we know of. It is from Puerto Montt, Chile to Santiago. The cover we have bears the Puerto Montt Despacho Jan. 16 postmark, the black double framed three line cachet 'Primer Vuelo-Puerto Montt-Santiago'. There is no backstamp of Santiago but one of Valparaiso, the city addressed, of January 18. The postage rate was 60 centavos.

COLOMBIA

An interesting variety of the Scadta 30c of the 1921 issue (No. 44) has just been shown us, in which the outer frame line of the right value table is completely broken away at the right side.

We have also seen a copy of the 1923 series, one peso (No. 60) on which the final "A" of "Colombia" is without a cross bar.

CURACAO

In connection with the recent flights we are informed by the Postmaster that a total of 2068 letters were carried to Puerto Cabello and 2974 covers to Maracaibo.

ECUADOR

A set of three values, commemorating the flight of Capt. Benjamin Mendez from Bogota to Quito, has just been issued. The set contains a 1, 5, and 10 sucres, there being, we understand, 5,000 of each printed. The probable date of issue was June 15th. This set was also issued to commemorate the centenary of Grand Marshall Sucre, the famous hero of Ecuadorian independence.

—F. J. Meneses.

EGYPT

Alexandria sent its first airmail to Salonica on the 19th of April with 14 letters (all mail being postmarked the 18th), which arrived at its destination (with a day's delay owing to bad weather, in the Sea of Crete) on Easter Sunday, April 20th.

The mail was backstamped at Solonica the 21st.

Airmail service from Alexandria to Belgrade (Jugoslavia) Budapest (Hungary), Vienna (Austria), Nürnberg and Cologne (Germany) was inaugurated April 18th. The time of arrival in the various countries is the 21st or 22nd. Mail for Vienna, Nürnberg and Cologne bears an airmail arrival cancellation.

On Dec. 5th, 1929, Alexandria had been making up dispatches for Belgrade, Budapest and Nürnberg, which, however, were only flown as far as Athens by the Imperial Airways, and thence by the Orient Express. Owing to this, the dispatches were stopped as there was no advantage to the public.

—P. J. Drossos.

ENGLAND

A weekly Europe-Capetown airmail service, operating in cooperation with the Belgian government was announced by the British Secretary of State for Air. It is expected that this service will be in effect by the end of 1930.

FRANCE

The long awaited airmail stamp has finally appeared. It is in rectangular format with a pair of wings at the top in which is inscribed "FRANCE". At the bottom, is a panel with the words "POSTE AERIENNE" and at the right end of this panel is the value in an oval. The central design is that of a high wing monoplane flying over a town with a river or bay in the background.

Value: 1.50 franc carmine lake, perforated 13 and unwatermarked.

GREECE

Alterations have been made in the route of the Imperial Airways (Via Central Europe), one of them being that the flying boat from Egypt (via Crete) now goes to Salonica instead of Athens.

In addition to the first airmails sent by Salonica on April 15th to Egypt, Iraq, Persia, India, etc., the following mails have been carried on the line.

Budapest to Athens April 26-28, 1930, 1 piece carried Athens to Delhi, India, April 28, 1930, 63 pieces carried Salonica to Delhi, April 28, 1930, 28 pieces carried

On March 21st, the Athens-Syra-Rhodes route was inaugurated by the Italian company "Aeroexpresso". Both Athens and Syra used cachets similar to the one illustrated for Syra in the May issue. In the Athens cachet the only inscription in the inner triangle is 'Prote Ptesis (first flight)-1930'. The lower line reads 'Athnai-Syros-Rodos'. Applied in purple on the airmail stamp. Backstamp of Syra the same day as well as the Syra first flight cachet in red. Syra cancelled the airmail stamp with the red first flight cachet and the covers to Rhodes are backstamped the same day as are also those from Athens.

—P. J. Drossos.



GERMANY

The above cachet, in red, was used on all mail carried from Friedrichshafen by the Zeppelin on its South American flight.

The special stamps 2M and 4M, in the above design, issued for this flight first appeared on April 19.

GUATEMALA

A new airmail stamp has been issued by this country but no information has been received as to whether it is one of a series or a single value. It is printed by a Guatemala firm (illustrated). Perforated 12½ and unwatermarked. Value: 6 centavo light red.



ICELAND

A very pretty set of commemorative bi-colored airmail stamps have just arrived from this Danish outpost in the North Atlantic, having been issued June 1. Like the recent postage emissions of this island, these stamps are intended to commemorate the one thousandth anniversary of the establishment of the Icelandic parliament, the Althing. At the center of the extreme sides are the dates '930-1930'. At the top center is 'ISLAND' and at the bottom, the value. In the corners, from top left to bottom left are an eagle, a dragon, an ancient Viking and a musk ox (maybe it's a buffalo). A bit of the central color is used as background for each corner. The following scenes are represented:

15a seaplane over ocean, snowcapped mountain in background

20a plane over fishing smack, land in background

35a galloping horse over plain, plane in distance

50a plane over falls of river

1k plane over harbor, statue in the foreground

Perforated 14, watermarked, multiple, rosettes.

The colors and numbers issued are as follows:

15a brown orange and ultramarine (40,000)

20a yellow brown and slate blue (40,000)

35a olive and brown (25,000)

50a green and slate blue (25,000)

1k deep olive and red (25,000).

—K. A. Hansen.

ITALY

The Athens-Syra line has been extended to the Italian colony of Rhodes. On Feb. 28, Rhodes despatched its first airmail to Athens. Covers bear the 'Rodi-Egeo' postmark of Feb. 28 and the arrival cachet of Athens, the same day. On Mar. 21, the island had its first flight to Brindisi, Italy, the covers bearing the postmark of that day and the Brindisi Posta Aerea cachet of the next day. On April 4, the first flight to Syra (a Greek island in the Aegean) occurred. Mail has the Rhodes cancellation of that day and the arrival marking of Syra, the same day. The triangular first flight cachet used at Syra was also applied to these covers in red.

—P. J. Drossos.

JUGO-SLAVIA

An extension of the service between Vienna and Belgrade was to have taken place on May 1 to Salonica, Greece.

LEBANON

The new definitive set's first installment has appeared and we are compelled to admire the artistry of form and color embodied in this beautiful stamp. The only value thus far to appear is the 5 piastres black green showing a biplane in flight over Djebail (Byblos). In the upper corners are the Arabic and Latin values respectively. In the lower corners is 'Poste Aerienne' and probably its Arabic equivalent. At the top is an ornamental Arabic inscription probably the parallel of 'Republique Libanaise' which is in the lower central panel.

5p. black green

Canada

Mr. W. R. Patton will be the editor of this column on Canadian airposts, and his activities for the past few years ably fit him for the task. Any inquiries on Canadian airposts, addressed to him, will receive a prompt reply, if return postage is included. If there is anything that puzzles you, or if you can make any additions or corrections to the Canadian section in the catalogue, write Mr. Patton, (Box 2384 Winnipeg, Man. Canada).

MORE CHERRY RED.

Just when the first flight was officially made by the Cherry Red Airline Ltd., between Prince Albert and Lac La Ronge seems to be a matter of some discussion. It all seems to come down to a question of exactly when the company was authorized to carry mail on this route.

In a letter to Mr. Hill-Tout printed below, Mr. Cherry states that the covers mentioned were carried on the first official flight. These covers are cancelled Aug. 1 at Prince Albert and Aug. 3rd at Lac La Ronge.

Mr. Cherry's letter reads as follows;—"Regarding the Lac La Ronge first flight covers which you received, they were the first covers carried after our authority and instructions were received from the Post Office Dept. Therefore it was our first official flight. We carried some letters before that, while operating into that country but this was done unofficially. Some mail was carried as early as April last year to Lac La Ronge but not officially, and I am unable to give dates of this."

Signed,

N. CHERRY

The other side of the argument is represented by Mr. Patton who also has evidence to show that there may be a mistake somewhere. He states:

The "March" issue under the heading of "More Fakes" states that the first flight of the Cherry Red Airlines between Prince Albert and Lac La Ronge, Sask. was made on June 15th, 1929, and NOT on Aug. 1st as stated by others. One dealer in his latest paper calls me a Liar, and infers that information written under my name is misleading, with lots more of the same nature. The only part of his item that is true is the fact that in the issue of November my statement of the Prince George to Ingenika covers was written in error, and I apologized for this in the January issue, withdrawing my misleading statement, which at the time, was written in absolute good faith as given to me by the Company concerned. As several have written about the June 15th flight it is not amiss to publish a little information in my possession on the above.

Telegram. July 23rd, 1929. Carried first mail with stickers fifteenth June to Lac La Ronge. Will go Montreal Lake

lle a la Crosse soon. Stickers on hand. Item number one to prove my statement. This telegram signed Cherry Red Airline.

Letter from Prince Albert. July 29th, 1929. Wired you on the 27th in answer to your letter of the 25th. There has been approximately 30 or less first flight covers between Prince Albert and Lac La Ronge secured which I presume is for catalogue purposes etc, etc. Cherry Red Airline Ltd, N. Cherry, Superintendent. Item number two to prove my statement.

However, later on we received a letter from a prominent collector stating that the Postal Bulletin did not publish this until late in July, therefore Aug. 1st would be their first flight. Well, this was taken up with Ottawa, and they inform me that the permission was not given to the Cherry Red Airline, to fly mail from Prince Albert, until May 30th, 1929, and that mail carried before that date could not be considered as Official. Item number three to prove my statement. Any person who is not convinced that June 15th is therefore the first flight can take this letter from another Postal Official as being the last straw in the matter.

Dear Sir;

I cannot understand your letter fully but if you have the least knowledge of Post Office affairs, you would understand that on granting permission from Ottawa to fly mail from Prince Albert to any other places, the Company concerned would not need to await official confirmation in the Postal Bulletin or any other publication. For instance Government flights have been started without notice to the Public, of which in your own Province you have Lac du Bonnet to Bisset and Wadhope in 1927, and only recently between Wabowden to Cross Lake and Norway House. Are you going to infer that the Government cannot commence mail service as they please, and without notifying the Public in advance? etc, etc. Item number four to prove my statement. That is enough to convince me that June 15th, 1929

Is the First Flight Absolutely

Now, as several have referred to the notice in the Postal Bulletin being the commencement of first flights, which it is not, being only confirmation and notice to the Postmasters, we will take the latest Standard Airport Catalogue, just out, and see where we would be, if a flight cannot be made before the Bulletin comes out. Am taking from 1927 only as an example.

Page 119 No. 28, Lac du Bonnet to Rice Lake, Slate Lake, Long Lake. When permission was granted the W.C.A. to carry mail in this District the Company was authorized to carry mail with their stickers from any point in Manitoba to any point in Manitoba, without the plane leaving the Province. In other words, the company is authorized to carry mail in the Province, provided the plane is flying in that Province from any P. O. to any P. O. So that they can commence new routes there without even notifying Ottawa in advance. This flight of June 1st was flown before

Bulletin came out.

July 1st special permission was granted Ottawa due to the special stamps used, but no notice ever appeared to date in the Bulletin.

Aug. 14th, 1927. Winnipeg to Cormorant Lake and Cold Lake. This was covered under permission issued for June 1st flight.

No. 36. Dec. 23rd, 1927 flight. The Pas to Cold Lake and Flin Flon. Flown before notice appeared. Further June 4th, Dec. 31st and April 3rd were also flown before notice appeared.

Klondike Airways in the Yukon were given permission to fly with mail using their 25c sticker on October 4th, 1928. When did this appear in the Bulletin?

As a matter of fact, any person who has the Weekly Bulletins issued in Canada, and the Daily Bulletins of the United States, can easily figure that they are wrong in every way if they consider that the date of the Bulletin matters in the matter of mail carrying.

Another item in connection with the same Company. It has been stated that in cataloging the Cherry Red flight Prince Albert to Montreal Lake as Aug. 13th, 1929 Montreal Lake to Prince Albert as Aug. 15th, 1929 is an error. Here is a little light that shows it to be probably correct.

"Prince Albert, Sask. July 29th, 1929. We will make our first mail flight to Montreal Lake about Aug. 10th and lle a la Crosse a short time afterwards.

Yours, truly,

Cherry Red Airline Ltd.

N. Cherry, Superintendent.
How's that for correct information."

W. R. PATTON

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(Continued from page 9)

LIECHTENSTEIN

An airmail set is under preparation and is expected to appear in July. The following values will be issued: 15, 20, 25, 35, 25c and 1fr.

MEXICO

Two new varieties of the 20c. Aviation Week stamp have made their appearance. Probably this is the last dying gasp of the manipulators who have been responsible for the recent flood of 'varieties' from this country. We have seen the stamp with black inverted surcharge and normal surcharge in red. The information given is that there are 1200 of each. We would advise collectors to allow these 'rare' items to simmer for awhile and see what comes out of the pot. The new permanent official set which is chronicled below probably has killed a very profitable 'racket' in the surcharges.



The permanent set of official airmail stamps are very much like the essay we published in a recent issue but somewhat refined, especially in the size of the word 'Oficial'. The set consists of four values, the 20, 35, 40 and 70c. to pay the single and double rates of postage on domestic and foreign mail. Stamps are perforated 11½ and watermarked **CORREOS MEXICO**.

- 20c. grey
- 35c. violet
- 40c. grey brown and blue
- 70c. violet and sepia

100,000 of each value was the first printing.

On the occasion of the despatch of the first mail over F. A. M. 5 south (connecting at San Lorenzo, Honduras) a special cachet was applied to all covers, even to those addressed to Guatemala, a route which has already been flown. The cachet, in purple, consists of a winged device with a circular map of the western hemisphere in the center and a plane in flight over the south Pacific. In an arch crossing the wing tips is 'Servicio Postal Aereo Internacional' and below 'Vuelo Inaugural'. At the bottom to the left is 'Junio 1 de 1930' and in similar position to the right 'Correos-Mexico'. The rates and backstamps were as follows:

- To Guatemala - 35c., June 1.
- To San Salvador - 40c., June 2.
- To San Jose, Costa Rica - 60c. June 3.
- To Canal Zone - 60c.

—N. Rivadeneyra.

—M. Anzorena.

**PARAGUAY**

A new set of three values have been issued to commemorate what seems to be the day of independence, May 14. The values are as follows:

- 2.85p dark blue
- 3.40p green.

4.75p lake

30,000 of each value were issued.

In addition to the new Commemoratives, this country is contemplating further new airmail stamps.

Provisionals:

- 200,000 5c on 70c cobalt blue
- 70,000 10c on 20c greenish blue
- 50,000 20c on 1p scarlet (type stamp not yet issued without "C")
- 100,000 each 40c dark green, red, and light blue
- 100,000 each 80c peacock blue, greenish blue, and scarlet
- 50,000 each 2.85p grey-violet, blue, and dark maroon
- 50,000 each 3.40p dark blue, dark emerald blue, and maroon
- 50,000 each 4.75p blue, red, and dark green
- 20,000 each 14.10p violet, dark green, and bright red
- 15,000 each 17.00p maroon, bright red, and blue
- 10,000 each 33.75p dark green, metal blue (?), and deep red
- 5,000 each 102.00p light blue, maroon, scarlet.

We assume that these are values of the permanent set which we are illustrated some time ago.

—N. Stocks.

PERSIA

We are informed that a new set of airmail stamps are now on sale in this country. As yet we have no particulars.

POLAND

Air service between Warsaw, Poland and Bucharet, Roumania will be operated by the Polish aviation company "lot". The service which was to be put into operation sometime in June, will be a continuation of that between Warsaw and Lwow, extending from Lwow to Cernauti, Galatz and Bucharest.

SPAIN

A red cachet with 'Graf Zeppelin' in large capitals in the center, 'PRIMER VIAJE' in an arc above and 'A SUDAMERICA-SEVILLA 1930' in a double arc below, was used on mail carried via the Graf Zeppelin from Seville to other points on the Zeppelin route. No special stamps were issued, newspaper accounts to the contrary.

SWEDEN

Two new stamps have just been issued to prepay the rates in force on the new night airmail service. This is the first time that airmail stamps have been issued in coil form.



Printed on unwatermarked paper, perforated 10. Values: 10 ore deep blue, and 50 ore violet.

—Nicolas Sanabria.

SURINAM

A new set of airmail stamps, possibly provisional, is, or is about to be put in, circulation in this colony. We understand that there are seven values ranging from the 5c. to the 2½ gld. More particulars in next issue.

VENEZUELA

SCADTA is endeavouring to secure permission from the Venezuelan government for the following extensions: (1) from Barranquilla, via Rio Hacha to Maracaibo and return; (2) from El Banco, Colombia to Encon-

trados on the Rio Cararumbo to Maracaibo and return;
(3) from Cucuta, Colombia to Maracaibo and return;
(4) from Maracaibo to Curacao and return.

A successful test flight was made recently by the Compagnie Generale Aeropostale from Venezuela to Natal, Brazil. This same company recently inaugurated service between Maracaibo, Maracay, Caracas and Ciudad Bolivar.

This service was not to have been inaugurated for three months, but owing to the fact that P.A.A. got a contract, the French Company had to hustle.



The cachet illustrated was applied to mail in black, purple or blue. Mail closed at Caracas on the 14th but was not distributed in Maracaibo until the 21st owing to Holy Week and National Holiday. Covers are backstamped earlier by favor. Same applies to the Maracaibo-Caracas, return flight on the 16th.

Caracas to Ciudad Bolivar left on the 17th, return flight being made on the 18th. Distributions as above. No date in cancellation stamp of C. Bolivar, except for registered letters.

GRAF ZEPPELIN

(Continued from page 5)

pelin, will undoubtedly want these, for in one sense the Graf Zeppelin is "pioneering" every time she leaves the ground, in spite of the fact that her course carries her over the exact routes previously flown.

On the other hand, if the Graf Zeppelin continues to make similar flights for the next twenty years, the time must come when covers carried over previously travelled routes, will have little Aero Philatelic value. Two factors will have a bearing on the ultimate decision, the opinion of collectors and the verdict of the Catalogue editors, for these are the type of questions which have to be solved by Catalogue editors time and time again, and serious collectors will do well to think along these lines occasionally themselves.

In any event, many of the proposed flights for the coming summer are actually first flights, so perhaps we are crossing this bridge before we come to it.

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10 bolivars deep violet

20 bolivars olive

U. S. S. R.

A note has been printed in "Pravda" a Moscow paper stating that a trial flight took place between Kharkoff and Tashkent via Baku and Krasnosavodsk. The trip was covered in 2½ hours at an altitude of 1,200 meters over the Caspian sea. The pilots were Goppe and Kachar on the plane "K4".

A new line is going to be opened between Sverdiovsk and Kazen via Maginitogorsk.

Pilot Vodopianoff on plane "E33" is making a trial trip between Moscow and Khabarovsk (Siberia).

The Moscow-Tashkent line is expected to be opened on August 1st.

A trial trip was made between Archangel and Ustysolsk on Jan. 30th. Mail was posted on the 28th, when the flight was to have been made, but owing to bad weather, it was postponed for two days. Ordinary route is by rail, steamer and sleighs, taking over 10 days. This flight made a stop at Kotlas. The mail was carried both ways but on the return flight, only as far as Kotlas, not reaching Archangel. Covers of this flight are rare as only few were carried.

—V. V. Tcherkoff.

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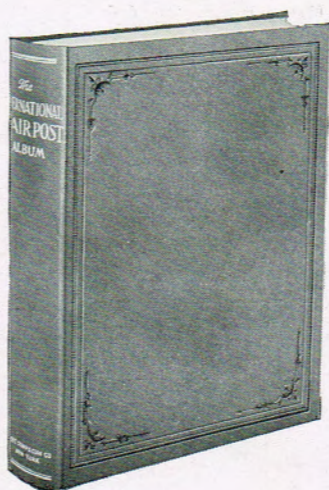
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